





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,365 tons.....Captain H. D. Jones.  
 "POWAN," .....2,338 "....." W. A. Valentine.  
 "FATSHAN," .....2,360 "....." R. D. Thomas.  
 "HANKOW," .....3,073 "....." C. V. Lloyd.  
 "KINSHAN," .....1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain G. F. Morrison, R.M.R.  
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.  
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.  
 Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

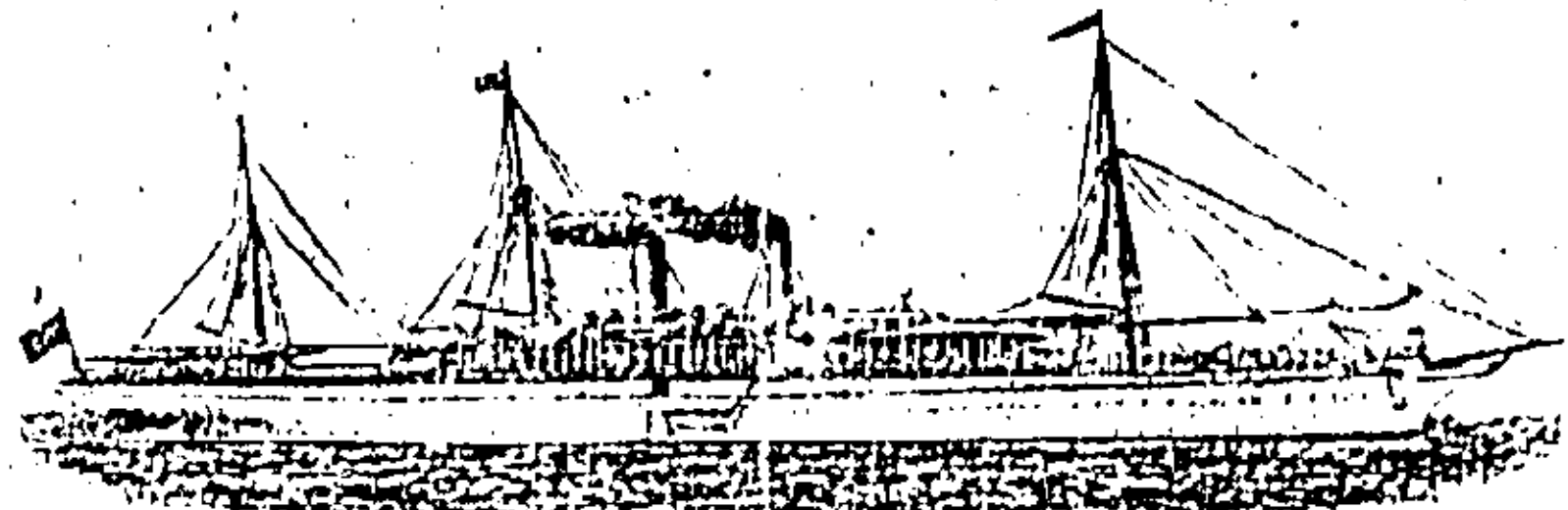
## CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons.....Captain J. Wilcox.  
 "NANNING," .....559 "....." C. Butchart.  
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.  
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.  
 Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 111, DUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16
"EMPRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20
"EMPRESS OF INDIA"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	2,440	WEDNESDAY, June 27	July 21
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, July 11	August 1

THE Quickest route to CANADA UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 Hongkong to London, 1st Class.....\$14 St. Lawrence £60. Via New York £65.  
 Hongkong to London Intermediate rate £40.

R.M.S. "MONTAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
 D. W. CRADDOCK, Acting General Agent,  
 Corner Pedder Street and Praya, opposite Blake Place. [13]

## HAMBURG-AMERIKA LINIE.

## OBTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ORKOT, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILVIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th May
Jäger	(Calling at S'PORE, PENANG & COLOMBO).	15th May
JSTRIA	MARSEILLES and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st June
O. FERD. LAEISZ	MARSEILLES, HAVRE & HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st June
SITHONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	3rd June
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th June
ACILIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th June
RHENANIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th July
VANDALIA	NEW YORK. (Calling at SINGAPORE and PENANG). With liberty to call at the Malabar Coast.	10th May

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins airships. Lighted throughout by Electricity. Duty qualified Doctors are carried.

For further Particulars, apply to  
 HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 King's Buildings.  
 Hongkong, 3rd May, 1906. [5]

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEH, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNISENAU	WEDNESDAY, 18th July.
SAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 9th day of May, 1906, at Noon, the Steamship SACHSEN, Capt. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.  
 Shipping Orders will be granted till NOON, on MONDAY, the 7th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th May, and Parcel: will be received at the Agency's Office until NOON, on TUESDAY, the 8th May.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Luggage can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	61. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.

ON TUESDAY, the 29th day of May, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£38. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return £42. 0. 0.	£27. 15. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 0. 0.	£16. 0. 0.	Return £61. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$75.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 9th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 9th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 23rd May.

\* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

Hongkong, 2nd May, 1906. [2]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

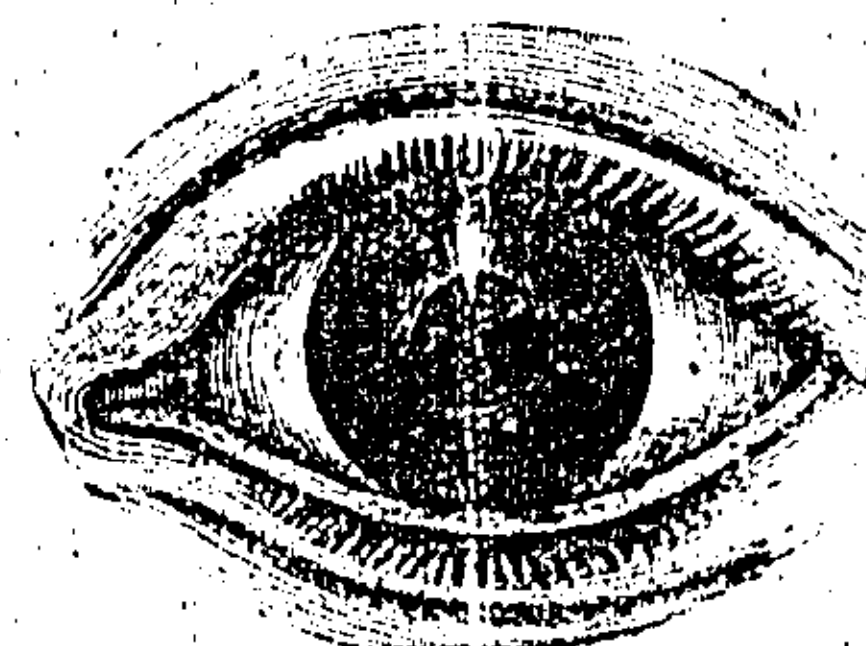
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.  
 Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905 [39]

## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 CALCUTTA, SHANGHAI,  
 LONDON, 59, Bentinck Street, 566, Nanking Road.  
 21, John Street, Bedford Row, W.C. Hongkong, 27th November, 1905. [48]

## WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING" SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI" SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from HONGKONG to SHANGHAI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.  
 Fare for the Round Trip.....\$30  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—  
 BUTTERFIELD & SWIRE, AGENTS,  
 WEST RIVER BRITISH S.S. CO., HONGKONG. [14]

Hongkong, 23rd December, 1905

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE  
 BETWEEN  
 JAVA, CHINA AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAI	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May
TJIMAH	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA PORTS	Second half May
TJIPANAS	JAVA	First half June	JAPAN VIA SHANGHAI	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
 THE HEAD AGENCY  
 OF THE  
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 1st May, 1906. [15]

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY.

41 &amp; 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.  
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE  
 Hongkong, 15th September, 1905 [16]

KWONG SANG & Co.,  
 No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.  
 Hongkong, 1st February, 1906. [180]

## FOR SALE.

WELSBACH'S INDOOR and OUTDOOR LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.  
 Do. HARP LAMPS.

Do. MANTLES, OBIM-NEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,  
 100, Des Voeux Road Central.  
 Hongkong, 10th April, 1906. [59]



## Intimations.

**Powell's**  
NEW  
DRESS  
FABRICS  
for  
SUMMER  
GOWNS  
are  
wonderfully cheap.

**MUSLINS**  
from 25 cents  
per yard.

**FRENCH  
DELAINES**  
\$1  
per yard.

**"TENNESSEE"  
COLOURED  
DRESS  
LINENS**

will wash and wear  
splendidly,  
75 cents per yard.

**VOILES,  
NAINSOOKS,  
ZEPHYRS,  
LAWNS,**  
&c., &c.,  
in large variety.

**FIRST-CLASS  
DRESSMAKING**  
At  
very moderate charges.

**W.M. POWELL,  
LTD.,**  
Alexandra Buildings,  
HONGKONG.

Hongkong, 5th May, 1906.

## Intimations.

K. A. J. OHOTIRMALL & CO.,  
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese  
Silk Piece Goods,  
Silver Wares,  
Rare Embroideries,  
Grass Cloths,  
&c., &c.,  
SUITABLE BOTH FOR  
LADIES AND GENTLEMEN.

Ladies' Blouses  
AND  
Gentlemen's Pyjamas  
SUITS SPECIALITY.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 4th May, 1906. [530]

THE TRADE MARKS ORDINANCE,  
1898.

APPLICATION FOR REGISTRATION OF  
TRADE MARKS.

NOTICE is hereby given that the BRAD  
FORD DYERS' ASSOCIATION, LIMITED, Registered Office, 39, Well Street,  
Bradford, Yorkshire, England, Dyers, has, on  
the 18th day of October, 1905, applied for the  
registration in Hongkong in the Register of  
Trade Marks of the following Trade Marks:—

1. The representation of "Chinese Cas-  
tles."

2. The distinctive device known as "Jui" or  
Chinese Lucky Stick.

3. The representation of a lot of Chinese  
books.

4. The Chinese characters (麗華染坊  
公司) being the Hong name of the  
Applicants;

in the name of the BRADFORD DYERS'  
ASSOCIATION, LIMITED, who claim to be  
the sole proprietors thereof.

All the Trade Marks are intended to be used  
by the applicant Company forthwith in respect  
of the following goods:—

Silk Piece Goods, in Class 31, and Cloths  
and Stuffs of Wool, Worsted or Hair,  
in Class 34.

The Trade Mark No. 4 has been used for  
about 2 years in respect of Cotton Piece Goods  
of all kinds, in Class 24.

Dated the 3rd day of March, 1906.

DENNYS & BOWLEY,  
Solicitors for the Applicants.

[308]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from Miss CALDWELL, to sell by  
PUBLIC AUCTION,  
ON

FRIDAY AND SATURDAY,  
the 11th and 12th May, 1906, commencing each  
day at 2 P.M., sharp, within her residence,  
Des Vaux Villa, the Penk,

THE WHOLE OF HER  
VALUABLE HOUSEHOLD FURNITURE  
THEREIN CONTAINED,

Comprising:—

DOUBLE and SINGLE IRON BED-  
STEADS with WIRE and RATTAN MAT-  
TRESSES, TEAKWOOD WARDROBES  
with GLASS, OVERMANTLES, MARBLE-  
TOP WASHSTANDS, TEAKWOOD EX-  
TENSION DINING TABLES and CHAIRS,  
DINNER WAGGONS, E.P. GLASS and  
CROCKERY WARE, PICTURES, CAR-  
PETS and RUGS, BRASS VASES and  
ORNAMENTS, 2 Singer's THREADLE  
SEWING MACHINES, COOKING STOVE  
and UTENSILS, &c., &c., &c.;

ALSO

A large quantity of PLANTS in Pots.  
Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneer.

Hongkong, 4th May, 1906. [532]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by

PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
ON

THURSDAY,  
the 14th June, 1906, at 11 A.M., at the Hong-  
kong and Kowloon Wharf and Godown  
Company's premises, Kowloon,

COMPLETE CEMENT FACTORY,  
Originally intended to be put up as the Kwan-  
tung Cement Factory, but landed in  
Hongkong on account of the Russo-  
Japanese War, will be sold, by order of  
proprietor Mr. Hereditary Honorary  
Citizen, Anatoly Charlampiewitch Tet-  
jukow of Sibirskewo.

The Plant of this Cement Factory, which  
has been fitted out with the latest technical  
inventions for manufacturing Cement, by the  
dry system, consists among others of:—

LOCOMOBILES ..... (Wolf, Magdeburg),  
MILLING MACHINES ..... (Smidt, Copenhagen),  
COOLING INSTALLATIONS (Atlas Fabr.),  
ELECTRICAL ..... (Allg. Elec. Comp.),  
TRUCKS, &c. .... (Orenstein & Koppel),  
&c., &c., &c.

All in all the whole plant is very nearly the  
same as the Factory Kjeksdorph, near Malmo  
in Sweden.

Specifications of the Machines and acces-  
sories as well as any further information may  
be obtained from—

SIEMSEN & CO.,  
Hamburg & Hongkong,  
and

LAWYER DUBNOFF,  
in St. Petersburg, Wassili Ostrow,  
4 Linie, Haus No. 5,  
as well as from the Auctioneers,  
Messrs. HUGHES & HOUGH.

Hongkong, 1st May, 1906. [528]

## ALL FOOLS' DAY.

April and Spring together  
Are calling the world to play!  
No waiting to wonder whether  
'Tis wise to run in the heather!  
Let the pedants preach and blether!  
To-day is All Fools' day.

April and Spring are calling,  
"Come out and be foolish and play!"  
And who would stop and be drawing  
Maxims and saws appalling,  
When Nature herself is falling  
To Folly on All Fools' day?

Thro' the April grass Love rushes,  
Nor heeds what the wise folk say.  
The song of larks and of thrushes,  
The laughter of Love and his blushes,  
The flowers and the trees and the bushes  
Call us on All Fools' day!

The volumes of all the Sages  
Will fail and die and decay:  
But Love, thro' the ages of ages,  
Offers his certain wages  
To those who turn to the pages  
Of Life, on All Fools' day.

Some toil and sweat after pleasure,  
And toil till the hair grows grey:  
But here, you can find, at your leisure,  
The Spring's ineffable treasure,  
The splendour of Life beyond measure,  
In the country, on All Fools' day.

—Pull Mall Gazette.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week,  
Messrs. E. S. Kadoorie & Co. write on the 4th  
inst. as follows:—Since the issue of our last  
report there has been a better inquiry for most  
of our stocks which has resulted in giving the  
market a better tone.

Banks.—Hongkong & Shanghai Banks have  
been done in small lots at \$86½ and \$86, but  
close quiet at the latter rate. Nationals have  
changed hands at \$38.

Marine Insurances.—Cantons continued in  
demand at \$35½, but without business. North  
Chinas are reported sold at Tls. 92. Unions  
have advanced to \$77½ ex the dividend of \$30  
paid on 30th ult., and are wanted at this rate.  
Yangtzes are unchanged at Tls. 175.

Fire Insurances.—China Fires continue on  
offer at \$86. Hongkong Fires have sellers at  
\$305.

Shipping.—China and Manilas have been  
placed at \$19 and are still in request. Douglas  
have been done at 140 and there are more  
buyers at this price. Hongkong, Canton and  
Macao Steamboats are unaltered at \$24. Indos  
continue quiet and are still offering at \$92.

Shell Transports are quiet at 27½. Shanghai  
Tugs have improved and are wanted at Tls. 62  
and Tls. 50 (preference shares). Small sales  
of Star Ferries have taken place at \$32 and  
\$22 for the old and new shares respectively,  
but shares are in further request at higher  
rates for the old.

Refineries.—China Sugars are still offering  
at \$17½, but there are probable buyers at a  
slightly lower rate. Luzons are without busi-  
ness at \$25. Perak Sugars have again come  
into favour and sales are reported at Tls. 85.

Mining.—Chinese Engineerings are slightly  
firmer with buyers at Tls. 10.10 ex the dividend  
of 1½ paid on 1st inst. Raubs are quoted at \$3.

Docks, Wharves and Godowns.—Sales have  
been effected of Hongkong and Whampoa Docks  
at rates between \$160 and \$165, but towards the  
close sellers predominate at \$164. Farnhams  
have been sold in the North at Tls. 119. Kow-  
loon Wharfs can be obtained at \$105. Hong-  
kong Wharfs are still quoted at Tls. 225.

Lands, Hotels and Buildings.—Hongkong  
Lands have further improved with buyers at  
\$119, but no shares are forthcoming. Shang-  
hai Lands have changed hands at Tls. 119.  
Kowloon Lands are procurable at \$39, and  
West Points have been fixed at \$13. Hong-  
kong Hotels have declined and can be had at  
\$132.

Cotton Mills.—Rates are steady, but with  
very little business. Ewos are inquired for  
at Tls. 74. Hongkong Cottons rule weak with  
sellers at \$16. Soey Chees have jumped to  
Tls. 32 and are wanted.

Miscellaneous.—Green Islands are offering  
at \$20½. China Light and Powers have been  
dealt in to some extent at \$10 and \$10½ with  
further inquiries. Dairy Farms have been fixed  
at \$16. Ices are steady at \$240. Providents  
are quiet at \$9. Watsons have been sold at  
\$32 and \$31. In their report just issued it is  
proposed to pay a further dividend of 5% (mak-  
ing 10% for the year) which will amount to \$45,000  
to be written off furniture, fittings, &c. \$15,000  
and to carry forward to 1906 account \$7,734.94.  
Wm. Powells have sellers at \$14.

## A BROKEN-DOWN SYSTEM.

This is a condition which is with us in the  
giving many names, but which few of them really  
understand. It is simply weakness—a broken-down  
system of the faculties that sustain the system.

No matter what may be its cause (for they are al-  
most numberless), its symptoms are much the same:

the more prominent being sleeplessness, sense of  
prostration or weakness, depression of spirits and  
want of energy for all the ordinary affairs of life.

Now, what done is absolutely essential in all such  
cases is increased vitality—vigour.

VITAL STRENGTH AND ENERGY

to those of their mental faculties, and experience  
proves that as night succeeds the day this may be  
more certainly secured by a course of the cele-  
brated life-restoring tonic.

**THERAPION No. 3**

is a scientific preparation, so made  
as it is taken in accordance with the printed  
directions accompanying it, will be the altered  
condition of the system.

**THE EXPIRING LAMP OF LIFE**

LIGHTED UP AFRESH,

and a new existence imparted in place of what  
has been a faded, worn-out, "dead up," and  
valueless. This wonderful restorative is purely  
vegetable and innocuous, is agreeable to the taste  
—suitable for all constitutions and conditions, in  
either sex; and it is difficult to imagine a case of  
the use of it, where it would not be a life-saving  
and permanent remedy, whose main features are  
those of delicacy, that will not excite, and  
permanently benefited by this never-failing, re-  
generative essence, which is destined to cast into  
oblivion everything that had preceded it for this  
wide-spread and numerous class of human ailments.

**THERAPION** is sold by

Chemists throughout the world. Price in England,  
22 and 48s. Purchasers should see that the word  
"THERAPION" appears on British Government  
Stamp (in white letters on a red ground) affixed  
to every package by order of J. H. Maltby, Esq.,  
Commissioner, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,

Hongkong, China and Manila.

## Intimations.

## FOUNDED IN HONOUR.

No doubt you have seen in the papers such  
announcements as this—concerning some  
medicine or other—"If, on trial, you write that  
this medicine has done you no good we will  
refund your money."—Now, we have never had  
reason to speak in that way concerning the  
remedy named in this article. In a trade  
extending throughout the world, nobody has  
ever complained that our medicine has failed,  
or asked for the return of his money. The  
public never grumbles at honestly and skillfully  
made bread, or at a medicine which really and  
actually does what it was made to do. The  
foundations of

## WAMPOLE'S PREPARATION

are laid in sincerity and honour, the knowledge  
of which on the part of the people explains its  
popularity and success. There is nothing to  
disguise or conceal. It was not dreamed out,  
or discovered by accident; it was studied out,  
on the solid principles of applied medical  
science. It is palatable as honey and contains  
all the nutritive and curative properties of Pure  
Cod Liver Oil, extracted by us from fresh cod  
livers, combined with the Compound Syrup of  
Hypophosphites and the Extracts of Malt and  
Wild Cherry. This remedy is praised by all  
who have employed it in any of the diseases it  
is recommended to relieve and cure, and is  
effective from the first dose. In Anemia,  
Scrofula, Nervous and General Debility, In-  
fluenza, La Grippe, and Throat and Lung  
Troubles, it is a specific. It is precisely what  
it is said to be, and has won the confidence of  
the public on that basis. You may resort to it  
with a faith and hope that arise from the history  
of what it has done for others. Dr. Thos. Hun-  
stucky says: "The continued use of it in my  
practice, convinces me that it is the most  
palatable, least nauseating, and best prepara-  
tion now on the market." One bottle proves  
its intrinsic value. "You cannot be dis-  
appointed in it." Sold by chemists throughout  
the world.

## A. S. WATSON &amp; CO., LIMITED.

NOTICE is hereby given that the SEVEN-  
TEENTH ORDINARY GENERAL  
MEETING OF THE SHAREHOLDERS will be  
held at the Company's Office, St. George's  
Building, on SATURDAY, the 12th May, 1906,  
at 12 o'clock Noon, for the purpose of pre-  
siding the Report of the Directors, together with  
a Statement of Accounts to 28th February, 1906,  
and electing Directors and Auditors.

The REGISTER OF SHARES will be  
CLOSED from WEDNESDAY, the 9th inst.,  
to TUESDAY, the 15th inst., both days inclu-  
sive, during which period no Transfer of Shares  
will be Registered.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 3rd May, 1906. [531]

THE HONGKONG ELECTRIC  
COMPANY, LIMITED.

NOTICE is hereby given that the SEVEN-  
TEENTH ORDINARY GENERAL  
MEETING OF THE SHAREHOLDERS will be  
held at the Company's Office, St. George's  
Building, on SATURDAY, the 12th May, 1906,  
at 12 o'clock Noon, for the purpose of pre-  
siding the Report of the Directors, together with  
a Statement of Accounts to 28th February, 1906,  
and electing Directors and Auditors.

The TRANSFER BOOKS of the Company  
will be CLOSED from 28th April to 12th May,  
both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 23rd April, 1906. [492]

## Notices of Firms.

## NOTICE.

MR. P. W. GOLDRING'S connection  
with the firm of Messrs. BRUTTON,  
HETT and GOLDRING having been severed  
by mutual consent, the business heretofore  
carried on under that name will as from this  
date be continued at Nos. 39, 41 and 43, Des  
Vaux Road, under the name of Messrs.  
BRUTTON & HETT, and Mr. P. W. GOLD-  
RING will carry on business under his own  
name at No. 10, Queen's Road Central.

Dated May 1st, 1906.

BRUTTON & HETT,  
PHILIP W. GOLDRING.

[523]

## NOTICE.

## THE PHARMACY

(FLETCHER & COMPANY, LIMITED).

NOTICE is hereby given that, from this date,  
the Manager of this Company will be  
Mr. E. R. K. HUNT, Member of the Pharma-  
ceutical Society of Great Britain and late  
Dispenser St. Bartholomew's Hospital, London,  
who will personally dispense all prescriptions.

Hongkong, 2nd May, 1906. [524]

## NOTICE OF REMOVAL.

MESSRS. WILKS & JACK beg to inform  
their Clients that they have definitely  
REMOVED their OFFICES to VICTORIA BUILD-  
INGS, 5, Queen's Road Central, and their  
STORES to KOWLOON, and have no longer  
any ELECTRICAL GOODS in BEACONSFIELD  
ARCADE.

Hongkong, 30th April, 1906. [517]

## NOTICE OF REMOVAL.

MESSRS. L. M. ALVARES & Co. have  
this day REMOVED their OFFICE to the  
Top Floor of No. 8, DES VOUX ROAD CENTRAL,  
above the Office of Messrs. Johnson, Stokes  
& Master.

Hongkong, 1st May, 1906. [522]

## Hotels.

CARLTON HOUSE  
HOTELS.

Nos. 8 and 10, Ice House Road.

## ELEGANTLY FURNISHED ROOMS.

## COMFORT OF RESIDENTS AND THE CUISINE

## SPECIALITIES.

For terms, apply to—

THE MANAGER.

Hongkong, 1st May, 1906. [519]

KING EDWARD  
HOTEL.

## A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS  
(if required).

ELECTRIC PASSENGER ELEVATOR to each  
floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1905. [530]

OCCIDENTAL  
HOTEL.

## EXCELLENT CUISINE.

## MODERATE PRICES.

## ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

## EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904. [528]

ORIENTAL HOTEL,  
MACAO.

A FIRST CLASS HOTEL situated in the  
Centre of Praya Grande with splendid  
view of the Harbour.

LARGE AND LOFTY ROOMS,  
Elegantly Furnished.

## EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND  
TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905. [529]

## To Let.

## TO LET.

"EXMOOR," CONDUIT ROAD.

OFFICES in KING'S BUILDING and YORK  
BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-  
duit Road.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 2nd May, 1906. [527]

## TO LET.

"HAYTOR," THE PEAK.

Immediate Possession.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 17th March, 1906. [503]

## TO LET.

NO. 15, KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 30th December, 1905. [524]

## TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy  
Town.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [523]



## Intimations.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

## HYGIENOL

(REGISTERED).

A POWERFUL

DISINFECTANT,

GERMICIDE

DEODORISER

CHEAP

HARMLESS

EFFECTIVE

A. S. WATSON &amp; CO.,

LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 3rd March, 1906.

BAHADUR  
CIGARS.THE  
PREMIER CIGAR  
OF  
INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor &amp; Co.,

SOLE AGENTS.

Hongkong, 8th July, 1905.

At communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any material sent, nor to return any contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**

DAILY—\$10 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

## MARRIAGE.

On April 23rd, at Yokohama, MARCOS MIGUEL NAVIER, of Hongkong, to MARIA ADELAIDE RANGEL FERREIRA GORDO, eldest daughter of Geraldo de St. Anna Ferreira Gordo, of Yokohama.

## DEATH.

On the 4th May, 1906, at London, H. M. BEVIS, of the Hongkong and Shanghai Banking Corporation. (By cable.)

## The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 5, 1906.

## A PROGRESSIVE PORT.

The gross tonnage of the shipping entering and clearing at Hongkong has been noted in a previous article when the summarized returns were issued by the Harbour Department earlier in the year. In the *Gazette* to-day appears the interesting report of the Harbour Master for 1905, wherein the earlier returns are amplified by details, explanatory and statistical, relating to the shipping of the port for the past year. The total tonnage shows Hongkong to be a progressive port; it amounted to 34,185,091 tons, being an increase, compared with 1904, of 622,305 tons, and the highest tonnage yet recorded. Eight thousand one hundred and thirty-three steamers, 22 sailing ships, and 900 steamships under 60 tons in foreign trade, entered during the year, giving a daily average entry of 24.81, as compared with 23.25 in 1904. If the figures for foreign trade junks are added, the daily average would be 70.5, as against 70 in 1904.

For ocean vessels under the British flag the report shows a decrease of 320 ships of 36,410 tons. This decrease, the Hon. Capt. Barnes Lawrence explains, loses any significance it may at first sight appear to possess when viewed in conjunction with his report for 1904, where an increase appears of 352 ships of 930,300 tons, which is shown to be practically due to special circumstances connected with the late war. These special circumstances being removed with the advent of the Baltic Fleet in Far Eastern waters in April, 1905, the shipping tended to return to its normal state, and we are left with a net increase over the figures for 1903 (neglecting those for 1904) of 32 ships of 89,390 tons. This seems to show a continuance of the general increase in size of British ships trading to the Far East. And for purposes of comparison it may be useful to reproduce the figures relating to foreign ocean vessels, which show an increase of 149 ships of 469,938 tons. Here again, reference to the 1904 report is necessary in order properly to appreciate the significance of the figures. During that year, on account of the war, there was the enormous decrease of 1,149 ships of 1,910,589 tons, of which Japanese shipping accounted for 834 ships of 1,809,000 tons. The causes militating against the employment of Japanese ships were not removed until late in 1905; indeed, they are not completely removed even now, so that the increase now shown is but the partial restoration to normal conditions, and should really be read as a net decrease, on the figures for 1903, of 1,000 ships of 1,440,951 tons. Much has been written and said of the employment of aliens on board British ships. An examination of the returns before us will reveal the exact state of things in so far as ships entering this harbour are concerned. We have it incontrovertibly established that the 506 British vessels carried 3,793 British officers and 30 foreign officers, as follows:—

British	3,793
Dutch	2
Norwegian	1
Swedish	1
United States	26
Total	3,823

Thus, the proportion of foreign officers serving in British vessels was 0.99%, comprising four nationalities—a decrease of 0.08%, with an increase in number of officers borne, in a slightly decreased number of vessels. The 383 foreign vessels carried 2,895 officers, of whom 119 were British, as follows:—

In Chinese vessels	80
French	2
Japanese	8
United States vessels	129
Total	119

Thus, 4.11% of the officers serving in foreign vessels visiting the Port were of British nationality—a decrease of 2.51% with a decrease in number of ships and of officers borne therein. As regards the crews the British vessels carried 30,983 British, 2,818 other Europeans, and 108,032 Asiatics; while the 383 foreign vessels carried 1,219 British, 42,553 other Europeans, and 78,226 Asiatics.

Hence, in British vessels:—  
21.8% of the crews were British.  
1.9% " " Other Europeans.  
76.3% " " Asiatics.  
And in foreign vessels:—  
1.0% of the crews were British.  
34.9% " " Other Europeans.  
64.1% " " Asiatics.

The deduction is, that there is a growing tendency, when compared with previous years, for vessels to employ their own nationals to the exclusion of Asiatics and other Europeans. The Hon. Captain Barnes Lawrence's report teems with interesting compilations and comparative statistics, and it is not possible for full justice to be done to them in a single notice within the short space at our disposal. But sufficient information has been extracted therefrom to show that a Department which is capable of collecting a sum of not less than \$300,567.76 for the Colonial Revenue out of dues and other charges admittedly small—and judiciously so to retain the pre-eminent attractiveness of the port as a gateway of cheap tolls to the trading marts of China—is one which must earn the gratitude of the inhabitants whose every prosperity must be correlative with the importance of the port as a shipping centre. There is the extremely gratifying truth that each year a fresh record is presented with the casting up of the shipping returns for the Colony, and there is little danger that, given the present administration of affairs governing the shipping interests of Hongkong, the Colony will not continue to prosper and show from year to year a record in its predecessor.

## LOCAL AND GENERAL.

MR. A. J. DARBY has been appointed secretary to the Squatters Board during the absence on leave of Mr. L. C. REES, or until further notice.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinance to amend The General Loan and Inscribed Stock Ordinance, 1893.

A CORRECTED copy of the register of medical and surgical practitioners qualified to practise medicine and surgery in this Colony is published in the current issue of the *Gazette*.

THE Governor has been pleased to appoint Mr. E. A. HEWITT provisionally and subject to His Majesty's pleasure to be an unofficial member of the Legislative Council in place of Mr. Robert G. SHEWAN, resigned.

THE Manila steamers *Neill Macleod*, *Aldecoa* and *N. S. del Rosario*, belonging to the Compania Maritima, are to proceed to Hongkong to be docked and repaired here. The *Neill Macleod* will come under her own steam while the latter two vessels are to be towed.

AN entrance examination for clerks in the Hongkong Civil Service will be held at Queen's College on Friday, the 8th, and Saturday, the 9th of June, beginning at 10 a.m. each day. Of the candidates who qualify, ten will be accepted as probationer clerks. Candidates must not be under 16 or over 24 years of age.

MR. UCHIDA, Japanese Consul-General in New York, telegraphed to the Foreign Office in Tokyo last month, stating that on the 3rd April a Bill was introduced to Congress proposing to impose a duty on coffee and tea. The market had been in no way affected by the introduction of the Bill at the time the message was dispatched.

PROGRAMME of music to be performed by the Band of the 119th Infantry, on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.:—

March "Blue Bell" "Die  
Overture "Pique Dame" "Supp.  
Waltz "Gondoliers" "Reeder  
Selection "The Tropic" "Monckton  
Song "Silver Path" "Bevan  
Gallo "Express Train" "Kalkbrenner  
God Save the King.

THE U.S. cruisers *Challenger* and *Galveston* arrived at Cavite from Singapore on the 30th ult. The war vessels came from the Mediterranean station by way of Suez. They will be dispatched to Shanghai to reinforce the fleet commanded by Admiral Train. The *Challenger* and *Galveston* are recent additions to the powerful and growing Navy of Uncle Sam. They are sister ships, of 3,200 tons displacement, and a speed of 16.5 knots. Their main batteries consist of 10 five inch rapid firing guns. Both ships, while attached to the Mediterranean station, took part in the opening ceremonies of the conference at Algiers.

FOLLOWING are the returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th April, 1906, as certified by the managers of the respective banks.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$3,521,199	\$2,300,000
Hongkong and Shanghai Banking Corporation	12,588,123	8,500,000
National Bank of China, Limited	63,612	40,000
Total	\$16,172,934	\$10,840,000

LIEUTENANT A. GALT, Inspector of Army Schools, left per s.s. *Devanha* to-day for Colomb on inspection duty.

THE revenue collected for the working of cargo on Sundays in the harbour, last year, was \$4,147.5; this was \$5,850 more than in 1904.

THE old man, aged 62 years, who was picked up in Connaught Road West on Thursday morning with a fractured head and a broken leg, and who stated that he fell out of a tram car, has since died in hospital.

EFFORTS are being made in Bangkok to raise the hull of the s.s. *Hongkong* which recently ran aground and turned over on the bar of the Bangkok river, when bound for Patric, Details of the mishap are not yet to hand.

ON the 31st December, 1905, there were 376 steam-launches employed in the harbour: 199 were licensed for the conveyance of passengers, 147 were privately owned, 15 were the property of the Government, and 5 belonged to the Imperial Government in charge of military authorities.

SIXTY-FOUR thousand three hundred and forty-one emigrants left Hongkong for various places during 1st year; of these, 48,289 were carried by British ships and 16,052 by Foreign ships; 14,483 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 113,796 were brought in British ships and 25,885 by Foreign ships.

THE Opium Farm excise officers were again kept busy last night in making raids and arrests, considering the number of cases they had for trial this morning. In the majority of cases the illicit opium found on the premises they raided was large. The fines imposed by Mr. F. A. Hazeland on the defendants amounted to about \$1,000.

THE Great Thurston opens his season here this evening. Judging from the very large booking it is expected the theatre will be crowded. There has been a small army of men working on the Theatre Royal stage for the past four days preparing for the opening performance to-night. Special trains will be run to the Peak after the performance.

A COOLIE was charged before Mr. F. A. Hazeland at the Magistracy this morning, at the instance of Inspector Smith, for being in possession of a dagger without the required permit. The defendant was arrested on board the s.s. *Tai On* last evening with the weapon in his pocket. He said he was taking it to Canton for a friend. His Worship fined him \$10, and ordered the confiscation of the dagger.

"I was walking along Wong-nai-chong Road yesterday and he got me by the collar and thumped me. I asked him what he meant by it, and he said I owed him money. I replied: 'If I owed you money you need not handle me like that. I will pay him when I get money.'"

Such was the excuse made by a coolie at the Police Court this morning, when charged with fighting another defendant in the street. Mr. F. A. Hazeland fined them \$5 each.

INDIAN Sergeant 690, who was arrested and charged with seriously assaulting a hawk at West Point recently, was brought up on remand at the Police Court to-day. It will be remembered it was at first stated that, in consequence of the hawk undergoing an operation for a rupture, he was not expected to live. Latest information from the Government Civil Hospital to-day is to the effect that the hawk is progressing favourably and is expected to be discharged from hospital on the 19th instant. The case has been adjourned for a week.

THE Committee appointed by the War Office for the investigation of the services rendered by each officer and man belonging to the Japanese Army in the Japan-Russia War is expected to complete its labours by the middle of next month. The total number of soldiers and others attached to the Army who are to receive honours in connection with the war is estimated at about 1,220,000. About 170 of this enormous number are officers holding the rank of general, 2,000 field officers; 21,600 company officers; 6,300 other commissioned officers; 223,000 non-commissioned officers; 800,670 private soldiers, and 102,000 civil officials under sonin rank.

ONE of those, by no means curious, "accidents" occurred in Des Vaux Road about noon to-day, when by an alteration, and a little bit of "first play," resulted, which certainly appeared justifiable, "writes a" correspondent. The writer says it was by no means curious, because it is a matter of wonder that such "accidents" do not happen every day, with the really "curious" laxity with which the peripatetic coolie is allowed to perambulate the streets of this Colony, with a six to eight foot bamboo pole across his shoulder, at any angle he chooses to carry it, and in any locality of the Central district he cares to take up as his "happy hunting ground." But be that as it may, in this instance, according to our correspondent, the bamboo-carrier, at any rate for once, got his deserts, for traversing the sidewalk near the Harbour Office, and utterly regardless of where he was going, or what he was doing, he knocked the hat of a European gentleman into the gutter, by a sudden turn of his pole. Now, the gentleman was not accustomed to having his hat knocked into gutters, and was, moreover, a sojourner from "Far Cathay," so he took the law into his own hands, and the coolie did not like what he did to him. There is a good deal to be said on our correspondent's behalf, but, unfortunately, the Court has held that a bamboo, carried on the side-walk, on the shoulder of a coolie, is no obstruction, and, therefore, the coolie is held innocent if any accident occurs through his so carrying the bamboo pole, unless it can be proved that his own carelessness caused the accident.

## ALLEGED MURDER ON A JUNK.

## COAL COOLIE KILLED.

There was much excitement, among the coolies, at Yau-mai, yesterday, when it was learnt that a coal coolie had succumbed to injuries received on board a coal junk. Information soon reached the police, and Inspector Macdonald, accompanied by two detectives, made for the Praya, boarded coal junk No. 941, and arrested two men, who are alleged to have killed the man. Their names are Fung Kai Shing and Chung Siu. On arrival at the station the prisoners were placed under lock and key and policemen were despatched to learn the cause of the alleged murder. It transpired that at about one o'clock yesterday afternoon the junk was moved alongside a wharf in Yau-mai Bay, discharging coal for Mongkok. The prisoners were in the hold shovelling coal, while deceased was at work on deck. On the starboard side of the junk, near the bow, was an old coal basket in a dilapidated condition, and in sweeping the deck, deceased picked up the basket and threw it overboard. Nothing was said until the men returned from their mid-day meal. Then Fung Kai Shing, the first prisoner, went to look for the basket. He made inquiries of the other coolies as to the missing basket, and learnt later that deceased, Mak Kwai, had thrown it into the sea, while he was cleaning the deck of the boat. Fung Kai Shing, it is said, became enraged, ran up to the deceased man and cried:—"You have thrown my basket overboard. Why did you do it?" The basket he wanted to take home to use as firewood, and getting no reply from deceased, he is alleged to have struck him a blow on the chest, which was quickly followed by a kick while the unfortunate man was falling. Further reports say that the second prisoner, Chung Siu, at this moment, joined in, and both of them assaulted the coolie. Afterwards they returned to work, and the coolie went into the fore cabin. He had no sooner arrived there than he commenced vomiting, and a few minutes later expired, as a result, it is averred, of a ruptured spleen. On the arrival of the police, the deceased was removed to the Yau-mai-ti mortuary, and the alleged murderers taken in charge. At the instance of Inspector Macdonald, at the Magistracy to-day, Fung Kai Shing and Chung Siu were charged with the murder of Mak Kwai in Yau-mai-ti Bay yesterday afternoon. The defendants pleaded "not guilty."

A Chinese detective said that about two o'clock yesterday afternoon, he went on board the junk in question, which was lying alongside the wharf at the Kowloon coal yard, Mongkok. When he arrived on board, the defendants were pointed out to him by another coolie as the two men who assaulted the deceased. He then arrested them. Witness also saw the dead body of the deceased in the fore cabin. When he took the defendants in charge, he cautioned them, and the defendants admitted assaulting the deceased. The case was remanded.

## FOREIGN HOTELS IN JAPAN.

## AN AMBITIOUS SCHEME.

Foreign tourists coming to this country have considerably increased in number this year, says a Japanese vernacular journal, and the necessity is now felt more keenly than ever for making their sojourn in Japan more comfortable, and so to attract even a larger number of visitors. The opinion prevails in business circles that a large hotel should be constructed in Tokyo, with a capital of from ¥2,000,000 to ¥3,000,000, and that this example should be gradually followed in other ports and in the interior. At first such hotels may not pay, and it is therefore urged that subsidies should be granted by the State or local Municipalities. Some movement in this direction will shortly be taken, it is reported.

Even before the war the money spent by foreign tourists in Japan amounted annually to between twenty and thirty million yen. It is maintained that it is disconcerting to provide hotels that do not afford comfort to foreign visitors, and moreover it is a growing loss to Japan.

THE new bridge across the Zambesi river, Africa, is the highest in the world. It is of the cantilever style, and crosses the river for a distance of 650ft. at a height of 420ft. from the low-water level to the rails, of about 380ft. from high water. It consists of three spans, and is about 30ft. wide.

A TAILOR residing in Li Yuen Street, Central district, received an order a few days ago for six pairs of trousers. He was apparently busy at the time, so getting the necessary pattern of cloth, buttons, etc., he gave same to an old woman to make the clothes with. A day or two later on passing the street he discovered that the woman was missing from her usual position. Inquiries were made and it was learnt that the woman had pawned the cloth in various pawnshops and had left the city. The tailor appeared at the Police Court to-day and applied for an order from the Court to get back his property from the pawnbrokers. After various law-books had been consulted, his Worship adjourned the application until Wednesday next, to allow certain Chinese pawnbrokers' entries to be produced.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 5th at 12.5 p. The barometer has risen over E. Japan and fallen W. Japan, the Loochoos and the China coast.

A depression appears to be developing over Central China. Pressure is high over N. Japan. Light to moderate SE. and S. winds are indicated in the Formosa Channel and over the N. part of the China Sea, accompanied by fog along the coast.

Forecast:—light to moderate SE. winds; thunder showers.

## TELEGRAM.

## "HONGKONG TELEGRAPH" SERVICE.

## PRISONERS REVOLT.

## EMEUTE AT SHANGHAI.

THREE CONVICTS KILLED AND MANY INJURED.

[From Our Own Correspondent.]

Shanghai, 5th May, 9.10 a.m.

An organised attempt was made by the Chinese prisoners in the Ward Road gaol to escape, at 3 p.m., yesterday.

A serious fight occurred in the prison compound between 60 prisoners and 10 warders.

The convicts were overpowered after a stiff resistance.

A brother of the notorious Vah Kader was killed in the *mélee*.

The Indian warders fought gallantly in frustrating the prisoners' attempt to escape.

The head gaoler was seriously injured in the fight.

Three convicts were killed and four severely injured.

One Indian warder lies in a critical condition, while others are seriously injured.

All is quiet now, and steps are being taken to guard against a recurrence of the *emeute*.

## ALLEGED MURDER IN THE NEW TERRITORY.

## CORPSE FOUND AT PING SHAN.

The body of a Chinaman, who apparently had been dead for some little time, was discovered by the New Territory police, on the 3rd instant, in an empty house at No. 303, So Kun Wai, Ping Shan. The body was examined, and after it had been identified was found to be that of Chan Yeung, a farmer in the village. On his forehead there was a nasty wound, which, it is reported, could not have been self-inflicted, but no other marks were found on the body. The remains were sent to the Morgue for examination yesterday, and this morning it was stated that a native had been arrested, as being instrumental in the farmer's death. Up to the time of writing the circumstances under which the crime is alleged to have been committed could not be obtained, but it is said that the man now under arrest will be placed before the Court in a couple of days, and the particulars relating to the murder will then be explained.

## KOWLOON-CANTON RAILWAY.

## FURTHER APPOINTMENTS.

His Excellency the Governor under instructions from the Secretary of State for the Colonies has appointed Mr. M. H. LOAN to be district engineer on the Kowloon-Canton railway construction, British section.

Mr. Robert Baker has been appointed personal assistant to the chief resident engineer in charge of the railway.

## THE COLONIAL CEMETERY.

## PROPOSED EXTENSION.

It is officially notified that, as it has become necessary to extend the Colonial Cemetery at Happy Valley, and as the work will interfere with some existing graves, it is proposed, reverently and decently, to take up the remains in certain graves, to re-inter them in adjoining ground in proper order and to re-fix the existing monuments or tombstones over them.

Survivors, friends or relatives who may desire to make any objection to this removal are requested to address the Colonial Secretary within three months.

Particulars of the graves are as under:—  
Rank and Name. Date.  
Robert Joseph Lachlan, Chief Officer of the Ship *Gertrude* 6th July, 1860.  
John Lake, Private, Royal Marine Light Infantry, H.M.S. *Imperieuse* 20th July, 1861.  
W. A. Williams, A.B., H.M.S. *Porpoise* 6th Aug., 1861.  
Elizabeth Lucy, wife of George Bowman Buchanan 9th Aug., 1861.  
Newell Giles, 24th Aug., 1860.  
E. McCabe, Bath, S.V., U.S.A., illegible.  
Henry Willis, Sergt. Commissary Staff Corps 7th Dec., 1862.  
George Bevans, H.M.S. *Melville* 7th Dec., 1862.  
No inscription.

## SHIPPING AND MAILS.

## MAILS DUE.

American (*Siberia*) 7th inst.  
German (*Willehad*) 7th inst.  
German (*Roon*) 9th inst.  
Indian (*Lafayette*) 9th inst.  
American (*America Mary*) 16th inst.  
Canadian (*Empress of China*) 22nd inst.  
American (*Albatross*) 27th inst.

The Imperial German Mail s.s. *Willehad* left Manila on 4th inst., and may be expected here on 7th inst.

The H. A. L. s.s. *Andalusia* from Hamburg left Singapore for our port on 4th inst., at 4 p.m., and may be expected here on 10th inst.



## TELEGRAMS.

## THE "BENTONG" COLLISION.

CAPTAIN REPRIMANDED.

GALLANTRY OF CREW COMMENDED.

[From Our Own Correspondent.]

Singapore, 5th May,  
1.20 p.m.

A Court of Inquiry into the circumstances surrounding the loss of the *Bentong* [previously reported in these columns] has been held.

Captain Penn, of the *Bentong*, has been reprimanded; while Captain Howe, of the *Haversham Grange*, has been cautioned.

The Court commended the officers of the *Haversham Grange* for their smart work in saving the passengers and crew of the *Bentong*.

Several of those who were on board the *Bentong* at the time of the collision are still missing.

[Reuter's.]

Russia.

LONDON, 3rd May.

The correspondent of the *Telegraph*, in St. Petersburg, says that M. Durnovo, the reactionary, has been dismissed, and is succeeded by M. Gorevnikin, an extreme bureaucrat, and an enemy of Count Witte, whose resignation is ascribed to ill health, but is really due to the impossibility of fighting the reactionaries.

[Manila Cablegram.]

## The Dry Dock "Dewey."

New York, 30th April.

A dispatch has been received from Port Said to the effect that the great American naval dry dock *Dewey* may not be able to go through the Suez canal. The canal authorities have been widening the canal in spots for some weeks, there being only a few inches at some places between the side of the dock and the canal banks.

It is feared now that the dock will be wedged in the canal and become a menace to traffic.

## THE S.S. "CHUKONG."

SURVIVORS ARRIVE IN PORT.

When the s.s. *Haiman* arrived in port to-day she brought with her thirteen survivors of the disaster to the ill-fated *Chukong*, two of whom were at Amoy and eleven at Swatow. These comprised the only European survivor, Mr. Rutter, chief engineer of the vessel, and the Chinese second engineer, boatswain, two quartermasters, and nine Chinese members of the crew. We understand that a Court of inquiry is likely to be held in due course into the cause of the loss of this vessel.

## GAP ROCK SIGNAL STATION.

In his annual report for 1905, the Harbour Master says: "Owing to exceptional weather conditions at this station the telegraph cable was broken close to the Rock on the 26th of July. Temporary repairs were effected by the 8th August, and the line was in good working order. A telegraph cable ship then became available, and her services were engaged to make permanent repairs, which were completed on the 24th August. Unfortunately, the shore end of the cable was not properly secured on the Rock, with the result that the cable again parted during the typhoon of the 30th August. The N.E. monsoon setting in shortly after this rendered the work of repairing extremely difficult, and communication was not restored until the 14th December, since which date the line has worked without a hitch, though the cementing in of the shore end has not been completed on account of the heavy sea."

Notwithstanding these interruptions of communications, 618 vessels were reported from Gap Rock, in addition to 20 messages received and 2,401 sent, including weather reports to the Observatory. One hundred and ninety hours and ten minutes of fog were reported from this station during the year, and the fog signal gun was fired 1,173 times. On two occasions the relief was delayed by the rough sea.

## SALE OF CAPTURED STEAMERS.

THE SUCCESSFUL TENDERS.

The result of the public tenders for the purchase of fifteen steamers captured by the Japanese during the war was announced by the Navy Department on 24th ult. The tenders of Messrs Samuel Samuel Co., Y151,000 for the *Ryuh-maru* and Y134,250 for the *Montana* were accepted. Mr. T. Torigawa secured the *River* (7) for Y41,000, and the *Yaura-maru* for Y45,000. The *Henry Holbrook* is purchased for Y21,500 by Mr. K. Utsumiya; the *Ulan-maru* for Y45,800 by Mr. G. Iwakura; the *Ring Arthur* for Y30,000 by Mr. Hanada; the *Boat* for Y29,867 by Mr. N. Takeuchi; and another steamer was secured by Messrs. Liban & Co. (7) for Y14,300.

For the *Scotman* Y55,000 was bid, and for the *Nagaya-maru* Y31,000, but these tenders were rejected as not reaching the reserve price. These two steamers, with four others, will be offered to public tender shortly, further particulars of which will be announced.

## TELEGRAMS.

[Manila Times.]

## THE SAN FRANCISCO CATASTROPHE.

GROWSOME SCENES.

THE FOOD PROBLEM.

San Francisco, April 27, 10.15 p.m.

In the exhuming of the bodies in the ruins several gruesome scenes have been witnessed. Last night while workmen were clearing off the debris of some of the ruined buildings a number of the corpses found bore traces of having been gnawed by dogs which have been rendered savage by the scarcity of food.

No far there are no signs of any epidemic, although such had been feared by medical men. Some few cases of pneumonia have occurred, but it is not epidemic.

General Greely, who has been in command of the troops since the earthquake, has applied for reinforcements. He declares that the force now at his command is inadequate to meet the emergency and give protection to the public. In spite of the stern measures of the military and the state militia, looting is still practised.

In response to the request of the Citizens Committee General Greely has suspended martial law.

The insurance companies are already disbursing funds which is affording some relief. As the search for the bodies buried in the ruins progresses the dead list continues to grow. It is now feared that it will reach 1,500. The casualty list is heavy and the hospitals are full.

The swarm of refugees who have taken shelter in Oakland has told heavily upon the resources of that city and food supplies are running short. It has been decided to build a large dock at Oakland to accommodate vessels with supplies.

## TEN SQUARE MILES BURNED.

San Francisco, April 29, 12.40 p.m.

The problem of transportation and distribution of supplies to feed the hungry is proving tremendous. In some places thousands of people have gone without food for two days and are in a state bordering on starvation. Heroic efforts are being made to overcome difficulties and within a few days all danger of famine should have passed.

The earlier reports of the extent of the burned area are now discredited. The space ravaged by the flames comprises fully ten square miles. It is still difficult to gauge the full extent of the damage caused by earthquake and fire.

The scandal in the Red Cross distribution of supplies is assuming large proportions. It is reported that three million dollars of the relief fund of twenty million dollars is missing. A movement is on foot to take the relief work out of the hands of the Red Cross Society and place it in the hands of the Citizens Committee. The conditions in the city of Oakland have become critical owing to the flood of refugees who have sought shelter there. They now number one hundred thousand and the accommodations of the city have been taxed to the utmost. Temporary shelter has been provided, but most of the refugees are compelled to sleep on the ground.

Part of the water supply of the city is contaminated and several cases of typhoid fever have occurred. The medical men fear it will become epidemic and are taking steps to examine and purify the water.

The first estimates of the number of ruined buildings are proving erroneous. The only two Federal buildings left standing are the temporary Custom House at the old Appraiser's Stores on Battery Street and the Post Office Building at Seventh and Market Streets. Both of these, however, have suffered slight damage. The Mint is ruined.

The United States engineers are still engaged in the work of tearing down those buildings which have been condemned as dangerous. To accelerate the work they are using dynamite. Ex-Mayor Phelan is preparing to ask Congress, through the President, to guarantee bonds amounting to two hundred million dollars for the purpose of re-building the city.

## A REIGN OF TERROR.

San Francisco, April 30, 5 a.m.

A reign of terror prevails in many parts of the City. The troops are experiencing difficulty in suppressing the hoodlum element which is daily growing in numbers and boldness. On two or three occasions gangs of these roughs have openly defied authority. Yesterday a small army of these hoodlums invaded the ruins of the St. Francis Hotel on Union Square, the Palace Hotel on Market Street and the Occidental Hotel on Montgomery Street for the purpose of securing loot. They were finally driven off after an exchange of shots with the guards.

To combat this element and afford protection to the public General Greely, pending the arrival of reinforcements, has called upon the Navy to lend assistance. Several detachments have been landed and are now co-operating with the soldiers. Gunboats are patrolling the waterfront. Yesterday a serious raid was made on the ruins of Nob Hill and vicinity by two or three hundred of the looters. At a signal from the troops the gunboats opened fire with shells, killing two of the gang and wounding several. The prevailing darkness in which the city is placed is heightening the terror. Women and children do not venture out on the streets after dusk. It will be over a week before the lighting system can be restored in any general measure.

Another feature which is causing anxiety is the lunatics who escaped from the State Asylum at Agnew, Santa Clara County, immediately south of San Francisco. Over a thousand of these are at large. Many of them are dangerous. Thus far no violence from them has been reported, but it is apprehended.

## THE CORINTHIAN YACHT CLUB.

THE CHAMPIONSHIP HEATS.

To-morrow, Sunday, the twelfth club race meeting will be held by the Corinthian Yacht Club for the re-sailing of the heat sailed on the 22nd ult., which resulted in a dead-lock, none of the yachts being able to reach the goal, or winning-post, within the specified time.

Unfortunately when this heat was sailed on that day the weather turned out very poor, from a sailor's point of view, and so it was decided to sail the race again, and this will accordingly be done to-morrow, weather and Jupiter Pluvius permitting, the yachts participating in the race being the following:

*Hibernia*.....(Mr. Gibson)  
*Arcturion*.....(Mr. Thorne)  
*Andromeda*.....(Mr. McKirdy)  
*Thecla*.....(Mr. Craike)  
*Gael*.....(Mr. M. McIver)

## THE GREAT ERUPTION.

TERRIBLE SITUATION OF THE PEOPLE.

MOUNTAIN OF FIRE AND DESTRUCTION.

We take the following telegrams describing the eruption of Vesuvius and the consequences from the Canadian papers. The first dated Naples, April 7th, says:—

"Mount Vesuvius is a colossal brazier, and the town of Boscoreale on the southern declivity has been formed into an island of grey ruins. Torrents of liquid fire, resembling in the distance serpents with glittering yellow and black scales, are coursing in all directions, amid rumbling, detonations and earth tremblings, while a pall of smoke that overhangs makes breathing difficult. The streams of lava are restless. They snap, like pipestems, trunks of trees hundreds of years old, and blight with their torrid breath blooms on the peach-trees before the trees themselves have been reached. The molten streams do not spare the homes of the peasants, and when these have been razed they dash into the wells as though seeking to slake their thirst, and having filled them, continue their course down the mountain side."

"Everywhere in the vicinity of the volcano pitiful scenes are witnessed, women tearing their hair in their grief and old men crying aloud at the loss of their beloved homes, and in striking contrast lie the coloured Mediterranean, the violet-hued mountains of the Sorrento Peninsula, and the Island of Capri, in the tranquil sea."

"Artillery carts have been sent to the assistance of the fleeing peasants, and the Duke of Aosta, Cardinal Joseph Prisco and all the authorities, despite the rain to-day, went to portions of the mountain most threatened, in order to succour or comfort the people. Previously Cardinal Prisco ordered special prayers to be said for those in danger. Boscoreale, the village which is most in danger of destruction, is the birth-place of the Cardinal and the home of most of his relatives."

"These personages talked with the peasants in endeavours to pacify them, and the Duke of Aosta was especially active. He explained the means he thought best to save lives and had the engineers and soldiers erect parapets and dig trenches in order to stop the advance, and at times gave an example of his energy by working himself."

"Cardinal Prisco distributed necessities of life to the peasants and even went so far as to give away the rings he wore on his fingers. He repeatedly exclaimed to the frightened peasants: 'Pray, my children; you may be sure God will not desert you.'"

"The statue of St. Ann, which was taken to the mountain-side to confront the lava, is frequently moved backward as the tide advances. Considerable apprehension is felt because of the earthquake shocks, which are growing stronger, and are felt even at Castell'Annuare, 15 miles south-east of this city. Each shock is accompanied by deep and prolonged detonations. Ottajano, at the north-east foot of the mountain, is threatened by a stream of lava, and the people are beginning to desert the town. The populace of Torre Annunziata, at the south foot, have requested that night-trains be run to the town, and trains are now ready to proceed thither in case of need. Over 2,000 acres of land under cultivation have been destroyed by the eruption."

Signor Matteucci, Director of the Observatory on Vesuvius, still continues to occupy a most dangerous position. New craters have opened at different points on the mountain, but it is impossible to ascertain their number or where they are situated. There have been no fatalities at Boscoreale or elsewhere as a result of the eruption."

A telegram dated the 8th ult. says:—

"The hope that Mount Vesuvius was becoming calm was dissipated to-day, when the volcano became more active than ever. The panic spread to Naples. Two strong earthquake shocks, which shattered window panes and cracked the walls of buildings, were experienced to-day. The entire population rushed to the streets in terror, many persons crying, 'The Madonna has forsaken us!' 'The end of the world has come!'"

"No trace remains of Boscoreale, a community on the southern declivity of the mountain, where, up to forty hours ago, ten thousand persons lived, and Torre Annunziata, on the shores of the Bay of Naples, one mile to the southward, is almost surrounded by the invading lava, and has been evacuated by its 30,000 inhabitants. The people were brought to Naples by trams, street cars, military cars and steamships. Transportation facilities have been sent to Torre del Greco to take away the people. The police and carabinieri are guarding the abandoned houses, and several members of the Government are also there."

"A telegram received from the Mayor of San Sebastiano, a village near the observatory on the north-west declivity of Vesuvius, says the lava is approaching rapidly, and that the people are terror-stricken. They have been for nights without sleep, he says, and are destitute, and

beg that assistance be given them. The work of succour is hampered, owing to the delays to the railway service, which is interrupted by red-hot stones thrown to a height of 3,000 feet falling on the tracks. As yet it is impossible to count the craters that have opened, and from which streams of lava have flooded the beautiful, prosperous and happy land lying on the south-east shores of the Bay of Naples. The atmosphere is heavily charged with electricity, and now and then the flashes of lightning are blinding, while the detonations from the volcano resemble in sound a terrible dynamite explosion. The churches of the city were open all day on Saturday and Sunday night, and were crowded with panic-stricken persons. Members of the clergy are doing their utmost to calm their fears, but the effect of their arguments go almost for naught when recalled to the danger and horror of the situation."

"With the danger and horror of the situation aside, Vesuvius presents one of the most splendid sights imaginable. The mountain of fire, whose speech is by detonation, and whose acts are destruction, seems like an enraged giant, determined to make pygmies of the people of the earth in the might of his wrath. Here and there on the mountain side stand blasted trunks of pine trees, their branches outstretched as though in protest against the devastation the volcano has wrought. The Duchess of Aosta, who always is found where misery exists, is not sparing herself in her efforts to alleviate distress. The people call her an angel of mercy. To-day she took several children and their mothers in her carriage and conveyed them to the Royal Palace, where they will remain until conditions are brighter. The observatory has been destroyed and Signor Matteucci, the director, and the employees had narrow escapes. They passed last night in the darkness safe from the frequent flashes of lightning, as the gas works and electric light plants were also destroyed. The restaurant of the Funicular railroad, too, has been obliterated. Prisoners in jails on the mountain side went mad with terror and mutilated. They were only partially quieted by being brought here. Their fears have been communicated to the prisoners here who may rebel at any moment. The situation is critical."

"Breathing is momentarily becoming more difficult because of poisonous fumes and smoke while hot ashes which are still falling, tend to make life a burden. Contrary to expectations, the sea has not yet shown signs of being affected by the phenomenon, but fears are entertained that tidal waves may yet come, and many craft have put to sea. Visitors to Naples are avoiding the hotels on the sea front, and the people living there are beginning to leave for higher altitudes."

## COMMERCIAL.

## YARN MARKET.

In their report dated 4th instant, Messrs. Pharoza B. Petit and Co. write:—We had anticipated a demand with some improvement in prices in our yarn market when the last mail left, but unfortunately the result turned out otherwise. The recent continued heavy rains in the interior and the consuming districts inundated the country around and caused some panic. Canton and Honan and other adjacent villages are under two feet of water. The creeks used by boats going to Kanchuck and other places have overflowed to such an extent that the country for miles around is one sheet of water, only the tops of trees, tops of the houses, and hills being visible. The rise of the tide in the West River is abnormal; the Chinese never expected the exceptional rise at this time of the year. Rice crop threatens to be a total failure and a very big rise in price is anticipated. Here in Hongkong several of the Chinese dealers are, it is reported, afraid to make purchases owing to the above-mentioned reasons, and importers are forcing the market, hence business reported is insignificant and for immediate requirements only. Those of the foreign merchants, who were not willing sellers, in the hope of a rise, re-purchased some cheap lots during the first few days of the fortnight simply to re-sell them at a profit when a suitable opportunity occurred. Others again are not selling their holdings at very low current rates, as they anticipate a rise. Clearances during the period are too small compared with the same time in the previous years, and Chinese and foreign merchants all unanimously declare that they have not seen, for the past twenty years, such bad times. Prices of some

mills are not quoted in this circular as it is hard to state at what price, the particular chop can be sold.

Advices from the Northern Ports are also adverse to our local market. A huge Chinese failure with big liabilities is reported in Newchwang. The Japanese are the masters of the field. The Russian Railways also have, as it were, conspired to make matters worse. These Railways pay high wages to labourers working on the line and that depletes the industrial market of its weavers. For the present, flatness is the main feature of the markets there. From many quarters hopes are, however, entertained of an early revival.

The market closes dull and quiet.

No. 205.—A satisfactory business is reported in this count, compared with the sales of other counts.

No. 165.—A few threads changed hands for the Northern market.

No. 125.—Some forced sales were effected at a decline of \$1 to \$2 per bale.

No. 105.—Sales insignificant, and for immediate requirements only; prices show a decline of \$1 to \$2 per bale.

No. 85.—No business is reported in this count. It remains neglected.

No. 65.—Only one thread (10 bales) changed hands; others are out of favour.

Sales during the past fortnight comprise about 10 bales of No. 65; 65 bales of No. 105; 10 bales of No. 125; 320 bales of No. 165; and 1,115 bales of No. 205; in all about 1,650 bales.

Arrivals per steamers *Lightning* (from Calcutta), and *Trentin*, *Tristate* and *Douglas* (from Bombay) of about 8,455 bales for this port and about 17,800 bales for Shanghai.

Shipments to Shanghai and the Northern Ports about 6,450 bales.

Uncleared stock is estimated at about 45 bales.

Local Yarns.—No business reported.

Japanese Yarn.—Sale of about 150 bales of No. 165, at \$130 to \$132 are reported.

Cotton.—Ruled rather quiet; best and fair fetched \$22 to \$24 per picul for about 340 bales.

Exchange.—We quote to-day as under:—

India T. T. at Rs. 156 1/2 per cent.  
Demand " " 157 1/2 "  
London T. T. " Sh. 2 1/2 d. = \$  
Demand " " 2 1/2 3/16 d. = \$  
Shanghai " " Tls. 7 1/2 = \$100.  
Silver " " 30 11/16 d. per oz.

TO-DAY'S EXCHANGE.

Selling.  
London—Bank T. T. .... 2 1/2 1/16  
Do. demand ..... 2 1/2 1/2  
Do. 4 months sight ..... 2 1/2 1/2  
France—Bank T. T. .... 2 1/2 1/2  
America—Bank T. T. .... 2 1/2 1/2  
Germany—Bank T. T. .... 2 1/2 1/2  
India T. T. .... 2 1/2 1/2  
Do. demand ..... 2 1/2 1/2  
Shanghai—Bank T. T. .... 7 1/2 1/2  
Singapore T. T. .... 12 1/2 1/2  
Panama—Bank T. T. .... 10 1/2 1/2  
Yan—Bank T. T. .... 10 1/2 1/2

Buying.  
1 months' sight L/C ..... 2 1/2 1/2  
3 months' sight L/C ..... 2 1/2 1/2  
12 days' sight San Francisco & New York 5 1/2  
1 months' sight do. .... 5 1/2  
30 days' sight Sydney and Melbourne ..... 2 1/2 1/2  
4 months' sight France ..... 2 1/2 1/2  
6 months' sight " ..... 2 1/2 1/2  
1 months' sight Germany ..... 2 1/2 1/2  
Bank of England rate ..... 2 1/2 1/2  
Silver ..... 9 5/8

OPIMUM QUOTATIONS.  
To-day's quotations are as follows:—

Calcutta New ..... @ 940  
" Old ..... @ 970/1,010  
" Older ..... @ —  
" Oldest ..... @ —

Per chest  
Calcutta New ..... @ 877  
" Old ..... @ 877  
" Older New ..... @ 807  
" Old ..... @ 802  
Persian (Paper) ..... @ —

## To-day's Advertisements.

THE TRADE MARKS ORDINANCE,  
1898.

APPLICATION FOR REGISTRATION OF  
TRADE MARK.

NOTICE is hereby given that M. A. CORDEIRO BRAGA, of Rio de Janeiro, Brazil, has, on the 8th day of June, 1905, applied for the registration, in Hongkong, in the Register of Trade Marks of the following Trade Mark:—  
The representation of a Fancy Shield, with a Star on the top corner, and the name "PAULO CORDEIRO" in the name of M. A. CORDEIRO BRAGA, who claims to be the sole proprietor thereof.  
The Trade Mark has been used by the applicant in respect of the following goods:—  
SNUFF IN CLASS 45.  
A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.  
Dated the 5th day of May, 1906.  
DENNY & BOWLEY,  
Solicitors for the Applicant.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship  
"EASTERN,"  
Captain Powell, will be despatched as above, on TUESDAY, the 8th instant, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.

N.H.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 5th May, 1906. [536]

THEATRE

ROYAL.

TO-NIGHT.

LONDON'S GREATEST SENSATION.  
THE GREAT THURSTON.  
WORLD'S MASTER MAGICIAN.  
SPECIAL TRAMS  
WILL BE RUN TO THE PEAK AFTER THE PERFORMANCE.  
WINFIELD BLAKE

MISS MAUD AMBER.

THE POPULAR COMIC OPERA STARS.

NOTE.—16 People, 30 Tons of Baggage, £10,000 Expended.  
Booking for Reserved Seats, Dress Circle and Stalls at ROBINSON'S PIANO CO.  
PRICES OF ADMISSION: Dress Circle, 8s; Stalls, 5s; Pit, 5s; Soldiers and Sailors in Uniform Half-price to Pit and Stalls.  
H. P. LYONS, Touring Manager.

## Intimations.

THE  
ROBINSON PIANO  
CO., LD.

## NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE  
COLONY.

Steinway,

Bechstein,

Krauss,

Haake,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

PIANOLAS.

Hongkong, 4th April, 1906.

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Just Landed.

FIRST SHIPMENT.

A PERFECT SCOTCH WHISKY.

D. &amp; J. McALLUM'S

"PERFECTION"

Per Case 12 Bottles

in Mallet-shaped

&amp; Ordinary Long

Quarts - - - \$16

SAMPLES ON APPLICATION.

SOLE AGENTS—

H. PRICE &amp; CO.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th April, 1906.

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## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DUK
GLASGOW AND LIVERPOOL	"TYDEUS"	12th May.
GLASGOW AND LIVERPOOL	"HYSON"	12th "
GLASGOW AND LIVERPOOL	"GLAUCUS"	15th "
GLASGOW AND LIVERPOOL	"RHIPPEUS"	17th "
GLASGOW AND LIVERPOOL	"IDOMENEUS"	23rd "
GLASGOW AND LIVERPOOL	"AJAX"	31st "
GLASGOW AND LIVERPOOL	"MEMNON"	7th June.
GLASGOW AND LIVERPOOL	"STENTOR"	7th "

## HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"BELLEPHON"	8th May.
GENOA, MARSEILLES & L'POOL	"CALCHAS"	12nd "
AMSTERDAM, LONDON & ANTWERP	"MOYNE"	12nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	19th "
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	19th "
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "

The S.S. "Bellerophon" left Shanghai on the morning of the 3rd inst., and is due here on the afternoon of the 5th.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	16th May.
	"STENTOR"	10th June.

## WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTZE"	25th May.
	"KEEMUN"	16th June.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 4th May, 1906.

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## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW	"YUNNAN"	6th May.
YOKOHAMA AND KOBE	"TSINAN"	7th "
CALLAO (PERU)	"SHANTUNG"	8th "
MANILA	"TEAN"	8th "
CHEFOO, TSINGTAO and NEWCHWANG	"KALGAN"	9th "
SHANGHAI	"KWANGSE"	11th "
CERU and ILOILO	"SUNGKIANG"	15th "
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	30th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 5th May, 1906.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 12th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 19th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 5th May, 1906.

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## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"RAMSAY"	20th May.

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO.,

General Agents.

Hongkong, 26th April, 1906.

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## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.THE Undersigned AGENTS of the above  
Company are prepared to accept FIRST  
CLASS FOREIGN AND CHINESE RISKS AT  
CURRENT RATES.SIEMSEN & Co.  
Hongkong 28th May, 1905.THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
the rates (10 cts.) per Single Copy.THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sundays  
at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.  
if tide permits.FARE—Week Days, 1st Class, including  
Cabin and servant, Single \$1; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cts.  
On and after Sunday, 29th inst., inclu-  
sive, every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single, 12;  
Return, \$1; 1st Class, Single with Cabin, \$3;  
Return, \$5; 3rd Class, Single, 50 cts; Re-  
turn, 80 cts.All Meals can be supplied on Board at \$1  
each Meal.  
First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.S. M. WANG Co.,  
11-12 Wing Lok, 17th April, 1906.

## STEAM TO CANTON

THE New Twin Screw Steel Steamers

Tons Captain  
"KWONG CHOW" 1,300 T. R. MRAD.  
"KWONG TUNG" 1,123 T. R. RAMSEY.Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.Passage Fare—Single Journey—\$4  
Mens ..... \$1 each.Excursions to MACAO every SATURDAY  
at 6 P.M., and every SUNDAY at 8.30 A.M.,  
returning on SUNDAY at 10 A.M. and 6.30  
P.M.1st Class single \$2 with cabin \$3.00  
return \$3 ..... 5.00.  
2nd Class single \$1, return ..... 1.50.Breakfast, Tiffin and Dinner \$1.00 each.  
The Wharf in Hongkong is at the Western  
end of Wing Lok Street.SHU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West

Hongkong, 17th April, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, KUMANG	"ESANG"	TUESDAY, 8th May, 3 P.M.
SHANGHAI	"ESANG"	TUESDAY, 8th May, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 11th May, 4 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, 5th May, 1906.

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## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzentzin	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE."

Captain Kroble, will be despatched as above, on  
or about 12th May.

To be followed by

S.S. "BENALDER."

S.S. "BENMOHR."

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 16th April, 1906.

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## FOR VLADIVOSTOK.

THE Steamship

"ORANGE BRANCH,"

3,435 Tons,

will be despatched for VLADIVOSTOK  
about the end of May.

To be followed by

S.S. "VINE BRANCH," 3,442 Tons.

For Freight, etc., apply to

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 24th April, 1906.

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EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched for the above  
Ports, on SATURDAY, the 2nd June, at  
Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 30th April, 1906.

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## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"DONGOLA,"

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo:—  
From London, &c., ex S.S. China.  
From Persian Gulf, ex B.I.S.N. and B. & P.  
S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 9th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 3rd May, 1906.

[4]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"PALAWAN,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.This vessel brings on Cargo:—  
From London, &c.

From Italy.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 6th May, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 30th April, 1906.

[4]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON AND PORTS.

THE Steamship

"GLENLOCHY"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, at Kowloon,  
where each consignment will be sorted out  
mark by mark, and delivery can be obtained as  
soon as the Goods are landed.Optional Goods will be carried on unless  
instructions are given to the contrary before  
4 P.M., TO-DAY.Goods not cleared by the 7th instant will  
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival.No claims will be recognized if not presented  
within 14 days of the ship's arrival.

McGREGOR BROS. &amp; GOW.

Hongkong, 2nd May, 1906.

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## NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM ANTWERP, LONDON AND  
STRAITS.Consignees of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and Kow-  
loon Wharf and Godown Co., Ltd., whence  
and/or from the wharves delivery may be  
obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods unde-  
livered after the 7th instant will be subject  
to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 14th  
instant, or they will not be recognized.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 7th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 1st May, 1906.

[520]

## Consignees.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining  
on board after 4 P.M., TO-DAY, the 4th instant,  
will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, 4th May, 1906.

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## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.  
Cargo remaining on board after 4 P.M. of the  
6th instant will be landed at Consignees' risk  
and expense into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited.  
Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside,  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.  
Bills of Lading will be countersigned by the  
Undersigned.

DAVID SASSOON &amp; Co., LIMITED,

Agents.

Hongkong, 4th May, 1906.

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## S.S. "CALEDONIAN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
s.s. Malapan and Caledonia, and from Bor-  
deaux ex s.s. Ville de Rochefort, in connection  
with above Steamer, are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuables are being landed and  
stored at their risks into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Co.,  
Limited, at Kowloon, whence delivery may be  
obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon TO-DAY, requesting it



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## Halls.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

## The S.S. "POLYNESIEN."

Captain Broc, will be despatched for  
MARSEILLES on TUESDAY, the 15th  
May, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports and for Australia with  
prompt transshipment at Colombo.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. CALEDONIE ..... 29th May.  
S.S. SALAZIE ..... 12th June.  
S.S. OCEANIE ..... 26th June.  
S.S. TOURANE ..... 10th July.  
S.S. TONKIN ..... 24th July.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th May, 1906.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTOR  
AND GENERAL COMMISSION  
AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

## Sole Agents for

FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

## REASONABLE PRICES.

Hongkong, 7th March, 1905.

## NORTHERN PACIFIC LINE:

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont	9,600	T. W. Garlick.	26th May
Lynx	4,417	G. V. Williams	3rd July
Shawmut	9,600	E. V. Roberts	27th July
Tremont	9,600	T. W. Garlick.	22nd Aug.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 28th April, 1906.

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG

Steamship "SATSUMA" ..... About  
"WRAY CASTLE" ..... to follow.

For Freight and further information, apply  
to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 3rd May, 1906.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Con-  
fession's Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.

The Superioress will also be most grateful  
in any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1891.

## Intimations.

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

## BRANDY

Per Case.

22.50

20.00

16.75

20.00

12.50

10.50

25.00

13.75

20.00

16.00

40.50

16.00

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

## SIEMSEN &amp; CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE.

## DEPOT

GENERAL HOUSEHOLD

REQUISITES.

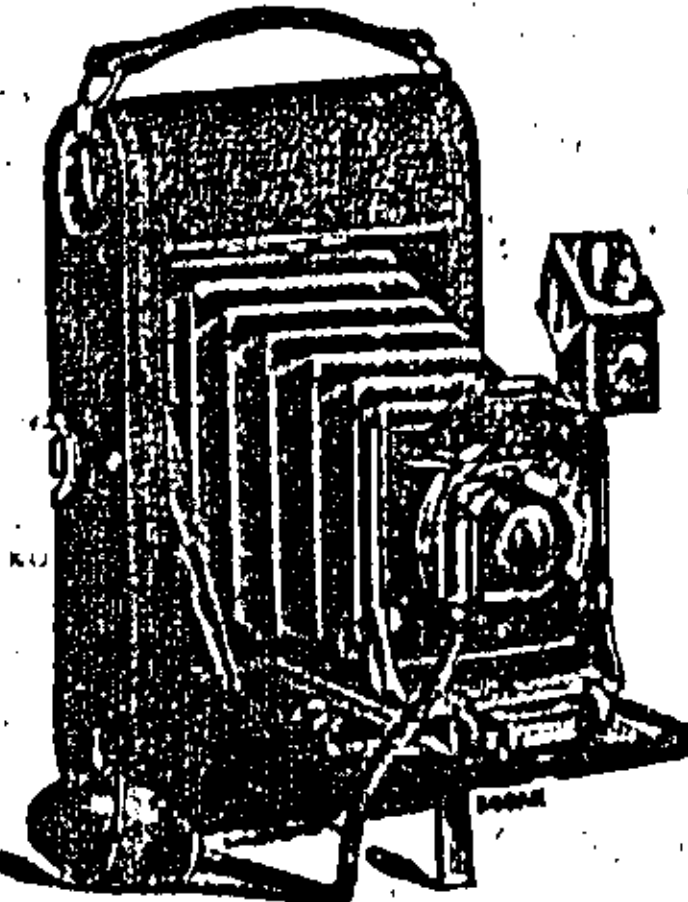
&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1906

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.							
Hongkong & Shanghai Banking Corporation	10,000	\$125	\$125	\$1,000,000 \$9,500,000 \$10,500,000	\$1,699,777 \$26.87 for 2nd half-year 1905	5 %	\$860 London 290 \$38
National Bank of China, Limited	99,925	£7	£5	\$1,000,000 \$147,895 \$1,147,895	\$2 (London 3/6) for 1903		
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895 \$1,147,895	\$20 for 1904	5 1/2 %	\$355 buyers
China Traders' Insurance Company, Limited	10,000	\$23.33	\$25	\$1,000,000 \$147,895 \$1,147,895	\$3 for 8 months ending 12 12 1905	4 1/2 %	\$93 ex div.
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 \$147,895 \$1,147,895	Final of 3/6 making 15/- for 1904	5 1/2 %	Tls. 90 sales
Union Insurance Corporation of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$147,895 \$1,147,895	\$3 for 1905	4 %	\$775 b. ex div.
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000 \$147,895 \$1,147,895	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000 \$147,895 \$1,147,895	\$6 for 1904	7 %	186
Hongkong Fire Insurance Company, Limited	8,000	\$200	\$50	\$1,000,000 \$147,895 \$1,147,895	\$25 for 1904	8 %	\$365
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$1,000,000 \$147,895 \$1,147,895	\$14 for 1905	8 %	\$19
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,000,000 \$147,895 \$1,147,895	\$34 for year ended 30.6.1905	8 1/2 %	\$40
Hongkong, Canton & Macao Steamship Co., Ltd.	10,000	\$15	\$15	\$1,000,000 \$147,895 \$1,147,895	\$1 for 2nd half-year making \$2 for 1905	8 %	\$25
Indo China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 \$147,895 \$1,147,895	12/- @ 1/10 = \$6.20.51 for 1904	6 1/2 %	\$92
Shanghai Tug and Lighter Company, Limited	10,000	£5	£5	\$1,000,000 \$147,895 \$1,147,895	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 buyers
Do. (Preference)	10,000	£5	£5	\$1,000,000 \$147,895 \$1,147,895	Final Tls. 14 making Tls. 34 for 1905	7 %	Tls. 50 buyers
Shell Transport and Trading Company, Limited	10,000	£1	£1	\$1,000,000 \$147,895 \$1,147,895	1/- (Coupon No. 6 for 1905)	4 %	27/-
Star Ferry Company, Limited	10,000	£10	£10	\$1,000,000 \$147,895 \$1,147,895	\$1.80 for year ending 30.4.1905	5 1/2 %	\$33
Shanghai Tug and Lighter Company, Limited	10,000	£10	£10	\$1,000,000 \$147,895 \$1,147,895	\$0.90	4 %	\$23
REFINERIES.							
China Sugar Refining Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Final of \$15 making \$25 for 1905	4 1/2 %	\$175 sellers
Luzon Sugar Refining Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$3 for 1897		\$25
Perak Sugar Cultivation Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Tls. 24 for year ending 30.9.04		Tls. 85 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	10,000	£1	£1	\$1,000,000 \$147,895 \$1,147,895	1/- (No. 6) interim div. for 12 months ending 28.2.06	6 1/2 %	Tls. 10 b. ex div.
Consolidated Mining Company, Limited	10,000	£1	£1	\$1,000,000 \$147,895 \$1,147,895	Final of 50 cents making G \$1 for 1905	6 1/2 %	G. \$16
Sub Australian Gold Mining Company, Limited	10,000	£1	£1	\$1,000,000 \$147,895 \$1,147,895	No. 12 of 1/- = 48 cents		\$5 sales
DOCKS, WHARVES & GODOWNS.							
Fairbank, (S. C.) Boyd & Co., Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Interim of Tls. 4 for year 1905/6	10 %	Tls. 119
Fenwick (Geo.) & Co., Limited	10,000	£25	£25	\$1,000,000 \$147,895 \$1,147,895	\$2 for 1905	6 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£10	£10	\$1,000,000 \$147,895 \$1,147,895	Final of \$34 making \$6 for 1905	11 %	\$105
New Amoy Dock Company, Limited	10,000	£10	£10	\$1,000,000 \$147,895 \$1,147,895	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$164
Shanghai and Hongkew Wharf Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$1 for 1905	6 %	\$17 buyers
Yangtze Wharf and Godown Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 225 nom.
LANDS, HOTELS & BUILDING.							
Anglo-French Land Investment Co., Ltd.	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	First year	8 1/2 %	Tls. 100
Asiatic Hotel Company, Limited (Shanghai)	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$24 for year ended 30.6.1905	8 1/2 %	\$32 sellers
Central Stores, Limited (new issue)	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$2.40 on \$12 for 1905	13 1/2 %	\$18
Do. (Founders)	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	7 % on \$74 for 1905		\$154 buyers
Hongkong Hotel Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	None		\$300 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$5 for second half-year 1905	7 1/2 %	\$132
Hotel des Colonies Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Final of \$34 making \$7 for 1905	6 %	\$119 buyers
Hotel Metropole Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Interim of Tls. 1	14 1/2 %	Tls. 17
Lumley's Estate & Finance Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Final of \$6 making \$10	10 %	\$100
Fowleland Land and Building Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	80 cents for 1905	7 %	\$114
Shanghai Land Investment Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$24 for 1905	6 1/2 %	\$59
West Point Building Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 119 sales
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$1 for year ended 31.10.1905	11 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$1 for the year ending 31.7.05	6 %	\$16
International Cotton Manufacturing Company, Ltd.	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	3 % a/c 1898		Tls. 67 1/2 sales
Liao-kung-mow Cotton Spinning & Weaving Co., Ltd.	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Tls. 8 for 1905	11 %	Tls. 74 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Tls. 25 for 1905	8 %	Tls. 310 buyers
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$7 for 1905	7 %	\$100
Bell's Asbestos Eastern Agency, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	1/3 per share for 1904	9 %	\$14
Campbell, Moore & Co., Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$1 for 1904		\$7
China Flour Mill Co., Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 83 buyers
China Light and Power Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	60 cents for year ended 28.2.06	6 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$204
Hall & Holtz, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$24 for year ending 28.2.06	11 %	\$224
Hongkong Electric Company, Limited	10,000	£100	£100	\$1,000,000 \$147,895 \$1,147,895	\$1.00 cents for 10 months ending 28.2.06	7 1/2 %	\$16 ex div.